**PROPOSED RESIDENTIAL DEVELOPMENT, WREXHAM ROAD, HOLT [3285]**

**RESPONSE TO WCBC HIGHWAY OFFICER COMMENTS**

**MAY 2026**

| Topic | WCBC Comment & Eddisons Response |
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| **Introduction** | Eddisons have been instructed by the Pridding Farming Partnership to advise on the traffic and transportation matters relating to proposals to develop a site for residential purposes comprising up to 39 dwellings on land off Wrexham Road in Holt.<br><br>Following submission of the planning application (App ref no. P/2025/0417), numerous highways consultation responses from WCBC have been received, the latest is dated 28 July 2025.<br><br>A copy of the most recent response is contained within **Appendix 1**.<br><br>Notwithstanding the lapse in time since these comments were received, this Note has been prepared to address the matters raised to provide reassurance to the Local Highway Authority (LHA) that the development will not give rise to any highway or road safety issues.<br><br>The issues raised can be summarised as follows:<br><br>• Access<br>• Footway Links along Wrexham Road<br>• Proposed Shared 3m wide Footway/Cycleway<br>• Public Transport<br>• Traffic Impact Analysis<br>• Layout (Reserved Matter)<br>• Surface Water Drainage<br>• Construction Traffic Management Plan (Reserved Matter)<br><br>For ease, this Note will deal with each point in the same order as they appear in Appendix 1, with the LHA comments in red and Eddisons response in **bold** text below. |
| **Site Access** | *'The proposed development site is located on the B5102 Wrexham Road, Holt which is a classified road subject to a 20mph speed limit'.*<br><br>**The change in speed limit from 30mph to 20mph since the first submission has been acknowledged and taken into account in an updated site access plan shown in Drawing Number 3295/F01/Rev K.** |

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| | The response goes on to advise that:<br><br>*'Based on typical speeds of 20mph any existing / proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature hedgerow fronting the site. The submitted layout plan (Drg. No. 100_82_SP 01A) indicates proposed splays of 2.4 x 43m measured to the nearside edge which is considered acceptable'.*<br><br>**It has already been demonstrated that visibility splays of 2.4m x 43m can be achieved. For completeness however, the updated site access plan shown in Drawing Number 3295/F01/Rev K shows the splays referred to above (2.4m x 25m) which are commensurate with roads subject to a 20mph speed limit. As the required length of visibility splays are now reduced from those previously shown, it is considered the proposed site access should continue to be deemed acceptable to the LHA.**<br><br>The response then states that:<br><br>'*Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways long both sides of the road. The submitted layout plan (Drg. No. 100_82_SP 01A) indicates the above detail for parts of the estate. However, the proposed 2m footways do not appear to extend on both sides of the road up to the accessway ramp fronting Plot 13. The LHA recommend that 2m wide footways are also provided on both sides of the road to at least this point within the estate. It is assumed that this detail can be dealt with at the reserved matters stage'.*<br><br>**As shown on the current site access plan (Drawing Number 3295/F01/Rev K), the carriageway will have a width of 5.5 metres with 10 metre corner radii, thus complying with the above. The internal footway detailed above has now been extended on northside of street to join the raised table as it comes in from the east i.e. up to the access way ramp in front of Plot 13 and as shown on the updated layout Drawing Number 100_82_SP 01C.** |
| **Footway Links along Wrexham Road** | In regards to footway links along Wrexham Road it is noted that:<br><br>*'The LHA recommend that a footway link is provided from the western side of the proposed access up to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points provided across the road to link to the existing footway. This has not been indicated on the submitted layout plan. The LHA recommend the above detail is indicated on a revised layout plan'.*<br><br>**As shown in the updated access (Drawing no. 3295/F01/Rev K and site plan (Drawing Number 100_82_SP 01C), it is proposed to extend the footway from the site access to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb/tactile crossing points provided across the road to link to the existing footway on the other side.** |

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| **Proposed Shared 3m wide Footway/Cycleway** | The highway response also confirms that:<br><br>'*The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. The LHA recommend that this detail is indicated on a revised layout plan'.*<br><br>*Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). The LHA recommend that the above details are indicated on a revised layout plan.*<br><br>**The above details have now been incorporated into the revised access (Drawing no. 3295/F01/Rev K) and site plan (Drawing Number 100_82_SP 01C).** |
| **Public Transport** | In addition to comments from the highways department, additional comments from WCBC's Transport Section were included and stated that:<br><br>*'The bus service comprises 8 journeys in each direction a day towards Wrexham & towards Chester from Holt. This roughly equates to around a 90 minute frequency. If the application is supported, the WCBC Transport Section recommend the installation of a raised kerb and provision of a pole, for a bus stop flag to be affixed to. This would be required in both directions at an appropriate location near to the site entrance on the B5102.*<br>*The LHA recommend that the above details are indicated / annotated on a revised layout plan'.*<br><br>**In response to the above, the revised access plan (Drawing no. 3295/F01/Rev K) the indicative of the 2 no. new bus stops and these have now been agreed with the officers at WCBC.** |
| **Traffic Impact Analysis** | The highways officer at WCBC raises no concern in regard to the impact of the proposals on the local road network. The highway officer had previously provided the applicant with a traffic survey conducted at Kensington Grove in Wrexham with a similar type / number of dwellings as the proposed site (residential estate). This survey provided typical two-way daily vehicle movements of 7.6 movements per dwelling. These rates were therefore adopted and the officer confirmed that:<br><br>*'The proposed development is forecast to generate approximately 24 two-way trips in the AM Peak and 29 two-way trips in the PM Peak.* |

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| | *The above assessment is considered to be acceptable and indicates that the traffic impact of the proposals will be minimal, equating to approximately 1 additional vehicle every two minutes. It is therefore considered that the traffic associated with the development can be accommodated onto the local road network and not give rise to any highway capacity issues'.*<br><br>**The trip rate assumptions and subsequent traffic impact have been accepted by WCBC and so no further work in that regard is deemed to be required.** |
| **Layout (Drawing Number 100_82_SP 01C).** | Whilst the highways officer acknowledges that the internal layout will be subject to a Reserved Matters (RM) application, the LHA have made the following observations;<br><br>- *'The proposed site will need to comply with WCBC adoptable standards / Manual for Streets. Any proposed section of carriageway / footway not constructed to the above standards will need to be managed / maintained in perpetuity by a private management. A number of shared private access roads are indicated on the submitted plans which meet this criteria.*<br><br>**It is accepted that parts of the internal layout may need to be managed / maintained in perpetuity and this will be undertaken by a residents management company**<br><br>- Junction Visibility - All proposed internal junctions / shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge. Any proposed splays must not cut across proposed driveways.<br><br>**The visibility splays detailed above are shown on Drawing Number 3285-01-Rev A**<br><br>- Turning Heads - Any proposed turning heads will need to be constructed in accordance with WCBC Standard Turning Head Details. Some of the proposed turning heads appear to have inadequate dimensions. The LHA recommend that all turning heads are reviewed and indicated on a revised layout plan including annotated dimensions in accordance with WCBC Standard Turning Head Details.<br><br>**The above issue has been resolved by removing the turning heads completely and creating a running lane along the front of houses facing onto the greenspace – this will allow waste collection vehicles to circulate, rather than be required to turn around within the site.**<br><br>- Parking & Turning Provision - Parking and turning provision at the site will need to be compliant with LPGN 16 and WCBC Standard Driveway details.<br><br>**The revised internal layout (Drawing Number 100_82_SP 01C) now complies with the above. The revised layout now provides 100 no. spaces, rather than 88 no. spaces – this accords with the maximum standards of 2 spaces for two beds, 3 spaces for three and four beds and so is deemed to be acceptable.** |

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| | LPGN 16 does not include garages as contributing to parking provision. A number of the proposed driveways appear to have inadequate dimensions.<br><br>**The above is noted and driveway dimensions are now in line with the above guidance and some garages have been removed.**<br><br>The LHA recommend that maximum LPGN 16 parking provision is indicated for each dwelling i.e./ 2 spaces for 2 bed properties and 3 spaces for 3/4 bed properties and indicated on a revised layout plan.<br><br>**The provision of 100 no. spaces, means the development parking provision is now compliant to the above standards.**<br><br>The LHA recommend that all driveway dimensions are annotated on a revised layout plan.<br><br>**As confirmed above, all driveways are compliant, as shown on the site layout (Drawing Number 100_82_SP 01C).** |
| **Cycle Parking / Storage** | Adequate cycle parking / storage will be required for each property in accordance with LPGN 16 / Active Travel Guidance. The LHA has consulted with the Active Travel Section and will forward any comments when they are received.<br><br>**No comments yet received. However, this can be conditioned for RM stage.** |
| **Turning Provision** | A number of the proposed estate roads are of inadequate width / provide inadequate clearance behind driveways to allow cars to turn. Where no footways are provided, shared driveways / estate roads require a minimum width (clearance behind spaces) of 6m. The LHA recommend that the layout is reviewed and amended accordingly.<br><br>**This matter has been addressed by the provision of a running lane along the front of houses facing onto greenspace, as detailed above.**<br><br>Swept path details of how a 7.2m long delivery vehicle accesses / exits via the private shared access serving Plots 1 - 4 from the estate road has not been indicated. The LHA recommend that this detail is provided.<br><br>**A swept path analysis has been undertaken for a 7.2m panel van (delivery vehicle) as requested above, as shown in Drawing Number 3265 SP07 Rev A.**<br><br> |

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| | Any proposed shared private driveways would need a minimum access width of 4.8 m or 6.0 m where turning is required off individual driveways.<br><br>**As above, this matter has been addressed – see Drawing Number 3265-SP07 Rev A.**<br><br>**Drawing Number 3265- SP07 Rev A also shows a further swept path for a large car manoeuvring in and out of the 4no. parking spaces servicing Plots 38 and 39.** |
| **Proposed Shared 3m wide Footway / Cycleway (As above)** | The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. The LHA recommend that this detail is indicated on a revised layout plan.<br><br>**This has been provided with the 3.0m width annotated on (Drawing Number 100_82_SP 01C).**<br><br>Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). The LHA recommend that the above details are indicated on a revised layout plan.<br><br>**The above is noted and the site access plan (Drawing Number 3295/F01/Rev K has been updated to show the dropped kerbs and tactile paving, along with the intervisibility splays.** |
| **Waste Collection / Recycling** | In regard to waste collection, the response advises that:<br><br>*'Adequate waste / recycling collection facilities will need to be provided. The LHA have consulted with the Waste Section and will forward any comments when they are received'.*<br><br>**The comments from the Waste Section have now been received and are outlined below.**<br><br>Following our review of the site plans, I would like to outline several key requirements to ensure the development meets the necessary standards for waste collection and access:<br><br>Vehicle Access and Swept Path Analysis<br><br>- Swept path drawings must be based on a 11.3m collection vehicle, in line with the dimensions of our standard fleet. |

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| | **This is provided and confirmed in Drawing Number 3285/SP08 Rev A.**<br><br>**Whilst there remains some refuge vehicle encroaches into opposing lane, this is an infrequent encroachment (once a week) into adjacent lanes by large service vehicles is considered acceptable and manual for streets advises further in para 6.8.1 *'the design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. on streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not fully accommodated*.'**<br><br>**and furthermore, para 6.5.8 states that '*it would be acceptable for the occasional lorry to have to negotiate a particular junction with care'***<br><br>**It remains Eddisons view that no localised widening should be required to accommodate a WCBC refuse vehicle, which will in any event be an infrequent occurrence.**<br><br>- Turning opportunities demonstrated, need to ensure reversing movements are kept to an absolute minimum for safety and operational efficiency.<br><br>**As already confirmed, the new layout (Drawing Number 100_82_SP 01C). provides a running lane along the green space, thus removing the need for vehicles to turn around or reverse, which in turn will assist in creating a safe environment for pedestrians.**<br><br>- All access roads must be constructed to adoptable standards, capable of withstanding regular collections by heavy vehicles.<br><br>**It can be confirmed that all roads will be constructed to adoptable standards, in line with the above comment.**<br><br>Implementation and Phasing Plan<br><br>An implementation plan is required to detail the phasing of the development.<br><br>This will ensure adequate time is allowed to:<br><br>- Integrate new properties into existing collection rounds<br>- Complete the necessary administrative arrangements for service provision<br><br>**This can be conditioned for the RM stage.**<br><br>Waste Storage Provision per property<br><br>Waste container provision should reflect current service standards, including:<br><br>- 240L wheeled bins x2 per household (for garden waste and non-recyclable waste, collected on alternate weeks)<br>- Kerbside recycling boxes x2<br>- Reusable sacks<br>- Food caddy<br><br>These are per property. |

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| | **This can be conditioned and catered for.** |
| **Surface Water Drainage** | The response also advises that:<br><br>*'A suitable scheme for highway surface water drainage will be required for further assessment / approval. The proposed development site will also require SABs approval'.*<br><br>**Informative and can be conditioned.** |
| **Construction Traffic Management Plan (Reserved Matter)** | The highway officer, in his response regarding the construction phase that:<br><br>*'If the application is supported, I would recommend that a suitable condition is included as follows;*<br><br>*No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented'.*<br><br>**In response, it can be confirmed that a Construction Traffic Management Plan for the site will be developed and will include the following elements:**<br><br>• **Size of HGV to be used in the construction period.**<br>• **Timing of deliveries during construction, to avoid peak periods for example.**<br>• **Control noise to specified levels and duration.**<br>• **Procedures related to dust suppression measures.**<br>• **Routing of HGVs to and from the site.**<br><br>**The CMP will be implemented throughout the construction period of the development.**<br><br>**The applicant is therefore willing to accept a planning condition in this regard.** |
| **Conclusions** | In their conclusions, the LHA provided a summary of the additional information required (in respect of access), to gain a positive highways recommendation, as set out below:<br><br>- Footway Links along Wrexham Road<br><br>*'The LHA recommend that a footway link is provided from the western side of the proposed access up to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points provided across the road to link to the existing footway. This has not been indicated on the submitted layout plan. The LHA recommend the above detail is indicated on a revised layout plan'.* |

**It can be confirmed that the proposed new footway will extend to the pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points being provided across the road to link to the other side of Wrexham Road as shown in Drawing Number 3295/F01/Rev K.**

- Proposed Shared 3m wide Footway / Cycleway

*'The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. The LHA recommend that this detail is indicated on a revised layout plan.*

*Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). The LHA recommend that the above details are indicated on a revised layout plan'.*

**It can be confirmed that the above matters regarding the provision of a 3m wide shared pedestrian/cycle route through the site have been addressed and are shown in (Drawing Number 100_82_SP 01C).**

- Public Transport

*'If the application is supported, the WCBC Transport Section recommend the installation of a raised kerb and provision of a pole, for a bus stop flag to be affixed to. This would be required in both directions at an appropriate location near to the site entrance on the B5102. The LHA recommend that the above details are indicated / annotated on a revised layout plan'.*

**It can be confirmed the updated site access plan shows 2no. new bus stops, the locations of which have been agreed with officers at WCBC.**

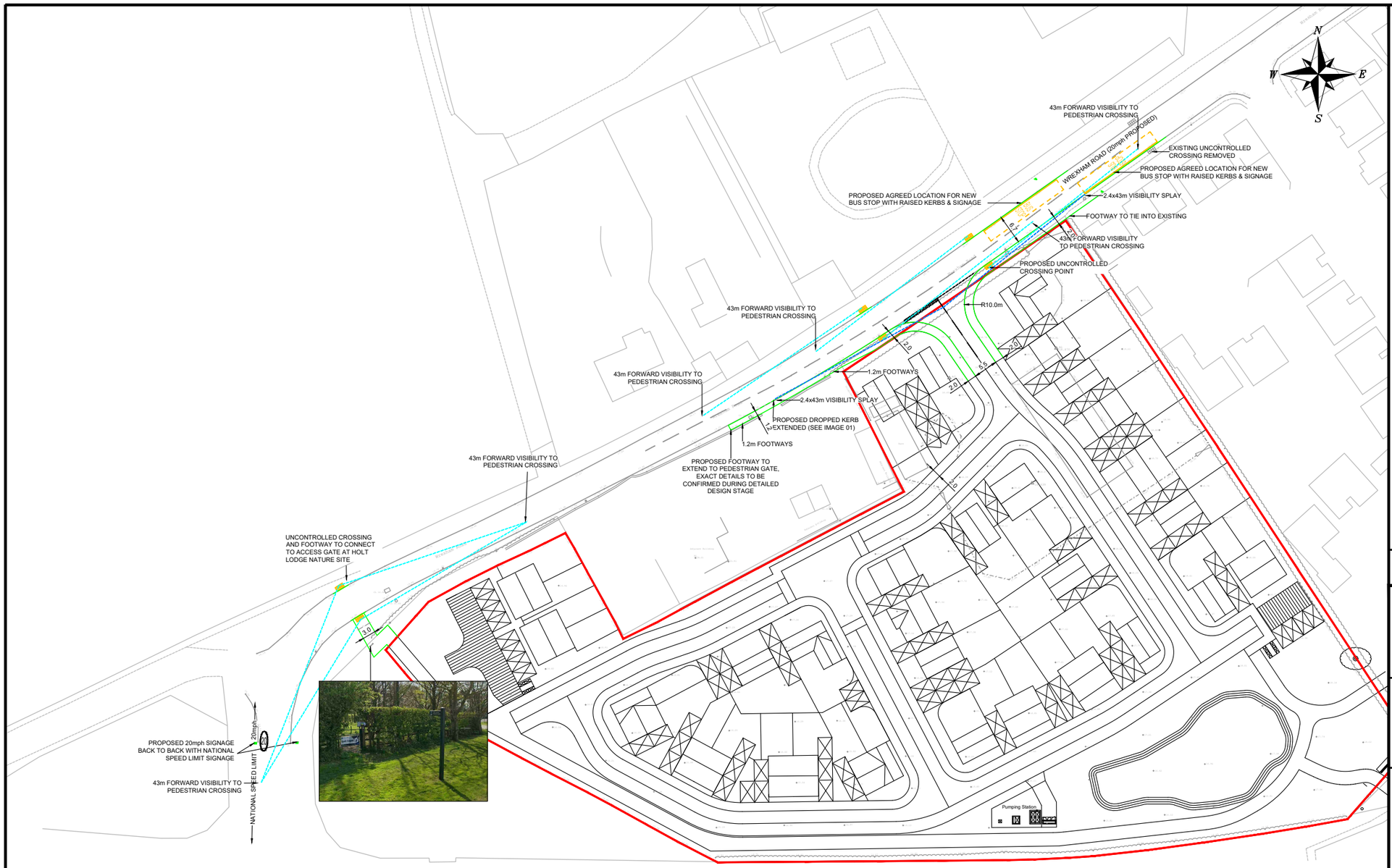
It is Eddisons view that all matters identified in the WCBC correspondence have been satisfactorily addressed and therefore WCBC should be now be in a position to provide a positive recommendation highway grounds.

**Encs.**

**Drawing Number 100_82_SP 01C - Site Plan.**
**Drawing Number 3285/F01 Rev K - Site Access**
**Drawing Number 3285/SP08 Rev A - Swept Path for Refuse Vehicle**
**Drawing Number 3285/SP07 Rev A - Swept Path for 7m Panel Van and Large Car (Plots 1 to 4) swept Path for Large Car (Plots 38 and 39)**

**Appendix 1 WCBC Consultation Response**

# DRAWINGS






NORTH SOUTH AERIAL VIEW (NTS)



IMAGE 01 - STREET VIEW IMAGE

# NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

LOCAL AUTHORITY: WREXHAM COUNCIL
TOTAL AREA OF SITE: 1.72Ha



SITE LAYOUT NTS

| REV | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|

CLIENT:
PRIDDING FARMING PARTNERSHIP

PROJECT:
WREXHAM ROAD,
HOLT

DRAWING TITLE:
PROPOSED SITE ACCESS PLAN

SCALES:
1:500 @ A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| LB | MC | APR 26 |


Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning


| DRAWING NUMBER: | REVISION: |
|---|---|
| 3285-F01 | K |

Eddisons | Incorporating Croft

C:\Users\Leon.Blythe\OneDrive - Begbies Traynor Group\Desktop\GA Work\Delete\Pendlebury Road, Swinton - Appraisal Layout_Apartments an\3285-F01 Rev K.dwg




# KEY

## Accommodation & Parking Schedule.

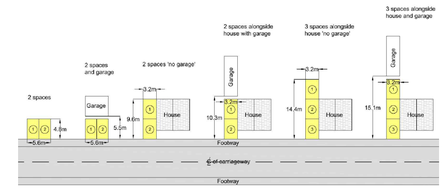
| REF | BEDS | SQ FT | QTY | TOTAL | TYPE | PARKING SPACES / TYPE | TOTAL SPACES |
|---|---|---|---|---|---|---|---|
| A | 2 | 780 | 17 | 13260 | 2 BED SEMI | 2 | 34 |
| B | 3 | 935 | 11 | 10285 | 3 BED SEMI | 3 | 33 |
| C | 3 | 1040 | 5 | 5200 | 4 BED DETACHED | 3 | 15 |
| D | 4 | 1175 | 3 | 3525 | 4 BED DETACHED | 3 | 9 |
| E | 4 | 1315 | 2 | 2630 | 4 BED DETACHED | 3 | 6 |
| F | 4 | 1340 | 1 | 1340 | 4 BED DETACHED | 3 | 3 |
| | | TOTAL | 39 | 36240 | | | 100 |

| | |
|---|---|
| Units / Net/ Hectare / Acre | 31 / 12 |
| Gross area | 1.72 hectares / 4.26 acres |
| POS area | 0.41 hectares / 1.01 acres |
| Undevelopable area | 0.06 hectares / 0.15 acres |
| Net area | 1.24 hectares / 3.10 acres |

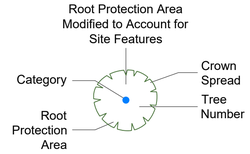
## Adopted Highway & Greenspace

- Carriageway & Junction- 5.5m wide
- Verges & Park min 0.3m width
- Suds
- Pavement - 2m wide
- Dwelling
- Affordable dwelling
- Shared Pedestrian & Cycleway - 3m wide
- Bin Collection Point
- Acoustic Fence
- Private Driveway

## Wrexham Council Parking & Driveway Requirements

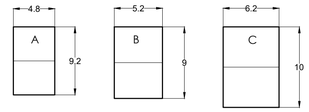



## Tree Survey Legend.




- Category A (High Quality)
- Category B (Moderate Quality)
- Category C (Low Quality)
- Category U (Dead/Dying/In Decline)
- Tree Position Approximate (not shown on original survey)
- Tree Proposed for Removal

## Typical Property Sizes.




2 Bed | 3 Bed | 4 Bed

* NOTE
ALL BUILDINGS ARE UP TO 2.5 STOREY MAX
(9.7m GROUND TO RIDGE LEVEL)
DIMENSIONS SHOWN HAVE A DEVIATION OF +/- 3m

NEW PARKING PROVISION 88 SPACES MIN 2 & 3 BED
PROPERTIES 2 SPACES 4 BED PROPERTIES 3 SPACES

CYCLE PARKING WITHIN GARAGES & DWELLINGS

Parkinson Inc.
Urban design & masterplanning

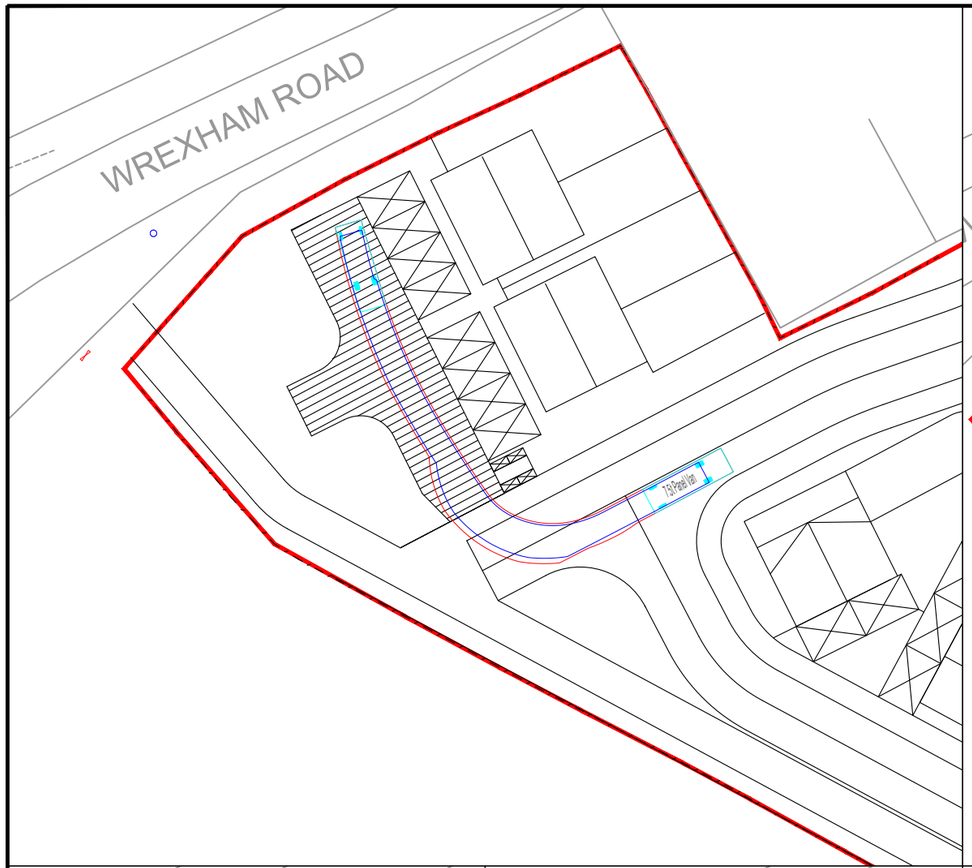
FIRST FLOOR, 5 UNION COURT, LIVERPOOL L2 5SJ
T: 07970 686302 E: ian@parkinsoninc.co.uk
www.parkinsoninc.co.uk

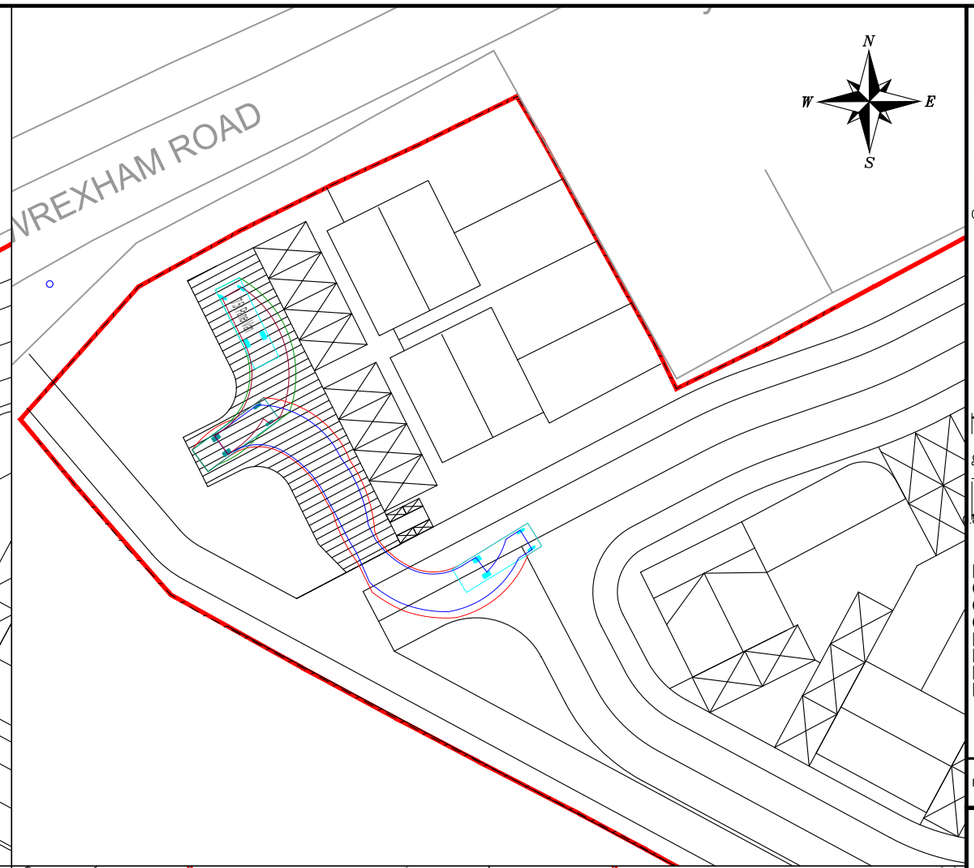
PROJECT
LAND OFF WREXHAM ROAD, HOLT

CLIENT
PRIDDING FARMING PARTNERSHIP

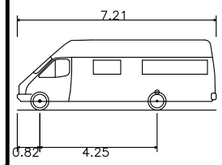
DRAWING TITLE
SITE PLAN

| | | |
|---|---|---|
| SCALE | 1:500 @ A1 | PROJECT REF: Plnc 100/83 Holt Pridding |
| DATE | 07:05:2026 | DRAWING REF: Plnc 100_82_SP 01C |
| CHECKED | IP | |

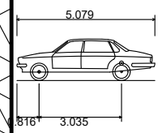



## NOTES




| 7.5t Panel Van | |
|---|---|
| Overall Length | 7.210m |
| Overall Width | 2.192m |
| Overall Body Height | 2.544m |
| Min Body Ground Clearance | 0.316m |
| Track Width | 1.865m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |



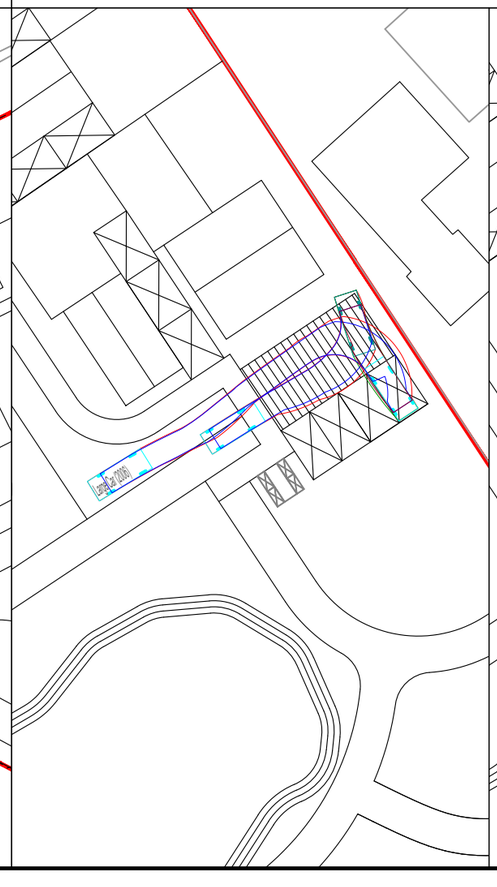

| Large Car (2006) | |
|---|---|
| Overall Length | 5.079m |
| Overall Width | 1.872m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.310m |
| Max Track Width | 1.831m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 5.900m |

| REV | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| - | - | - | - | - |













CLIENT:

PRIDDING FARMING PARTNERSHIP

PROJECT:

WREXHAM ROAD, HOLT

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES: 1:500 @ A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| LB | MR | OCT 25 |

Eddisons
340 Deansgate
Manchester
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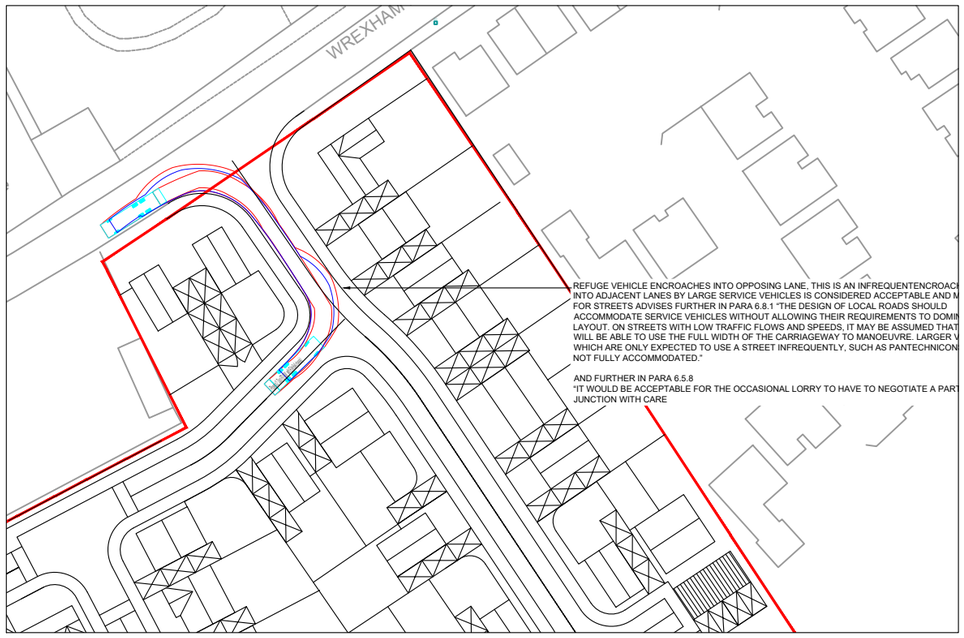
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3285-SP07

REVISION: A

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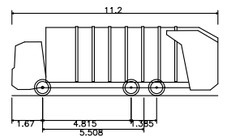
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# NOTES




Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

| REV | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|

CLIENT:

PRIDDING FARMING PARTNERSHIP

PROJECT:

WREXHAM ROAD, HOLT

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES: 1:1000 @ A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| LB | MR | JAN 26 |

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Manchester
M3 4LY

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# APPENDICES

# APPENDIX 1

# MEMORANDUM

| | | | |
|---|---|---|---|
| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Jenni Perkins |
| **Our Ref:** | ET/DC/PP/P/2025/0417 | **Your Ref:** | P/2025/0417 |
| **Date:** | 28/07/2025 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: OUTLINE APPLICATION FOR ERECTION OF UP TO 39 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED) / OUTLINE APPLICATION FOR ERECTION OF UP TO 39 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED)**

**LOCATION: LAND ADJACENT TO SYCAMORE HOUSE, WREXHAM ROAD - A534, HOLT, WREXHAM, LL13 9YU**

I refer to your consultation / email dated 28/05/2025 in respect of the above.

**General**

The proposed development site comprises an area of agricultural land which is located to the south of the A534 Wrexham Road, Holt.

The submitted application is all matters reserved except for access. However, The LHA comment as follows:-

**Access**

The proposed development site is located on the B5102 Wrexham Road, Holt which is a classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph any existing / proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature hedgerow fronting the site. The submitted layout plan (Drg. No. 100_82_SP 01A) indicates proposed splays of 2.4 x 43m measured to the nearside edge which is considered acceptable.

Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways long both sides of the road. The submitted layout plan **(Drg. No. 100_82_SP 01A)** indicates the above detail for parts of the estate. However, the proposed 2m footways do not appear to extend on both sides of the road up to the accessway ramp fronting plot 13. The LHA recommend that 2m wide footways are also provided on both sides

of the road to at least this point within the estate. It is assumed that this detail can be dealt with at the reserved matters stage.

Footway Links along Wrexham Road

The LHA recommend that a footway link is provided from the western side of the proposed access up to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points provided across the road to link to the existing footway. This has not been indicated on the submitted layout plan. **The LHA recommend the above detail is indicated on a revised layout plan.**

Proposed Shared 3m wide Footway / Cycleway

The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. **The LHA recommend that this detail is indicated on a revised layout plan.**

Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). **The LHA recommend that the above details are indicated on a revised layout plan.**

**Public Transport**

Comments from Transport Section as follows:-

The bus service comprises 8 journeys in each direction a day towards Wrexham & towards Chester from Holt. This roughly equates to around a 90 minute frequency.

If the application is supported, the WCBC Transport Section recommend the installation of a raised kerb and provision of a pole, for a bus stop flag to be affixed to. This would be required in both directions at an appropriate location near to the site entrance on the B5102. **The LHA recommend that the above details are indicated / annotated on a revised layout plan.**

**Traffic Impact Analysis**

The previously submitted TRICS data for this site included 12 sites, 7 of which were classed as Edge of Town sites. Holt is a village located approximately 4 miles from the edge of Wrexham. The LHA would consider the categories of Neighborhood Centre / Free Standing to be more appropriate in this instance. Daily vehicle movements of 4.2 trips per dwelling were considered to be too low.

The LHA provided the applicant with a traffic survey conducted at Kensington Grove in Wrexham with a similar type / number of dwellings as the proposed site (residential estate). This survey provided typical two way daily vehicle movements of 7.6 movements per dwelling. The submitted Transport Statement has utilized this data for the proposed development site as follows:-

| Period | Trip Rate | | Trips | |
|---|---|---|---|---|
| | **Arr** | **Dep** | **Arr** | **Dep** |
| **Am Peak Hour** | 0.124 | 0.476 | 5 | 19 |
| | | | | |
| **PM Peak Hour** | 0.482 | 0.259 | 19 | 10 |

The proposed development is forecast to generate approximately 24 two way trips in the AM Peak and 29 two way trips in the PM Peak.

The above assessment is considered to be acceptable and indicates that the traffic impact of the proposals will be minimal, equating to approximately 1 additional vehicle every two minutes. It is therefore considered that the traffic associated with the development can be accommodated onto the local road network and not give rise to any highway capacity issues.

**Layout** (Drg. No. 100_82_SP 01A)

Although, a reserved matter, the LHA wish to make the following observations :-

- The proposed site will need to comply with WCBC adoptable standards / Manual for Streets. Any proposed section of carriageway / footway not constructed to the above standards will need to be managed / maintained in perpetuity by a private management. A number of shared private access roads are indicated on the submitted plans which meet this criteria.

- Junction Visibility
  All proposed internal junctions / shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge. Any proposed splays must not cut across proposed driveways.

- Turning Heads
  Any proposed turning heads will need to be constructed in accordance with WCBC Standard Turning Head Details. Some of the proposed turning heads appear to have inadequate dimensions. **The LHA recommend that all turning heads are reviewed and indicated on a revised layout plan including annotated dimensions in accordance with WCBC Standard Turning Head Details.**

- Swept Path Details
  **The LHA recommend that submitted swept path plans are reviewed and indicated on a revised layout plan (scaled 1:500 for clarity).**

- Parking & Turning Provision

  Parking and turning provision at the site will need to be compliant with LPGN 16 and WCBC Standard Driveway details.

  LPGN 16 does not include garages as contributing to parking provision. A number of the proposed driveways appear to have inadequate dimensions.

  **The LHA recommend that maximum LPGN 16 parking provision is indicated for each dwelling ie/ 2 spaces for 2 bed properties and 3 spaces for 3 / 4 bed properties and indicated on a revised layout plan.**

**The LHA recommend that all driveway dimensions are annotated on a revised layout plan.**

Cycle Parking / Storage
Adequate cycle parking / storage will be required for each property in accordance with LPGN 16 / Active Travel Guidance. **The LHA has consulted with the Active Travel Section and will forward any comments when they are received.**

- Turning Provision
A number of the proposed estate roads are of inadequate width / provide inadequate clearance behind driveways to allow cars to turn. Where no footways are provided, shared driveways / estate roads require a minimum width (clearance behind spaces) of 6m. **The LHA recommend that the layout is reviewed and amended accordingly.**

Swept path details of how a 7.2m long delivery vehicle accesses / exits via the private shared access serving Plots 1 - 4 from the estate road has not been indicated. **The LHA recommend that this detail is provided.**

Any proposed shared private driveways would need a minimum access width of 4.8m or 6m where turning is required off individual driveways.

- Proposed Shared 3m wide Footway / Cycleway (As above)

The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. **The LHA recommend that this detail is indicated on a revised layout plan.**

Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). **The LHA recommend that the above details are indicated on a revised layout plan.**

Waste Collection / Recycling
Adequate waste / recycling collection facilities will need to be provided. **The LHA have consulted with the Waste Section and will forward any comments when they are received.**

**Surface Water Drainage**

A suitable scheme for highway surface water drainage will be required for further assessment / approval.

The proposed development site will also require SABs approval.

**Construction Traffic Management Plan (reserved matter)**

If the application is supported, I would recommend that a suitable condition is included as follows:-

*No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.*

**Conclusion**

In conclusion, the LHA request the following information (in respect of access):-

- Footway Links along Wrexham Road

  The LHA recommend that a footway link is provided from the western side of the proposed access up to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points provided across the road to link to the existing footway. This has not been indicated on the submitted layout plan. **The LHA recommend the above detail is indicated on a revised layout plan.**

- Proposed Shared 3m wide Footway / Cycleway

  The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. **The LHA recommend that this detail is indicated on a revised layout plan.**

  Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). **The LHA recommend that the above details are indicated on a revised layout plan.**

- Public Transport
  If the application is supported, the WCBC Transport Section recommend the installation of a raised kerb and provision of a pole, for a bus stop flag to be affixed to. This would be required in both directions at an appropriate location near to the site entrance on the B5102. **The LHA recommend that the above details are indicated / annotated on a revised layout plan.**

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

***Appendix***

***Highways Development Control Standard Advisory Note***

*In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:*

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

*The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.*

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350
www.eddisons.com

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